

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/18/2003

DEN03LA018 File No. 13178	11/22/2002	Morrison, CO	Aircraft Reg No. N552CS	Time (Local): 18:30 MST		
Make/Model:	Enstrom / F-28C			Fatal	Serious	Minor/None
Engine Make/Model:			Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	1
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Longmont, CO			Condition of Light: Night/Dark			
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: 13000 Ft. AGL, Broken			
			Visibility: 10.00 SM			
			Wind Dir/Speed: 170 / 006 Kts			
			Temperature (°C): 11			
			Precip/Obscuration: None / None			
Pilot-in-Command	Age: 55		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 264			
Private; Single-engine Land; Helicopter			Last 90 Days: 48			
Instrument Ratings			Total Make/Model: 233			
None			Total Instrument Time: 3			

The pilot said his helicopter was approaching a landing area, located just east of a restaurant, from the south, in night visual meteorological conditions. During the approach, the pilot could not see the lighted flag on top of the restaurant, thus he could not determine the wind direction or velocity for landing. He executed a go around and began maneuvering so that he could approach the landing area from the east. The pilot said that at the "northern most point of the go around, a tail rotor strike was felt." The tail rotor struck telephone lines along the north side of a road. The pilot immediately put the helicopter down hard into a ditch alongside the road, breaking the left skid, crushing the right skid and fuselage upward, bending and twisting the main rotor blades, and bending the tail rotor blades. An examination of the helicopter's systems revealed no anomalies.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) VISUAL LOOKOUT - NOT POSSIBLE
 3. (F) LIGHT CONDITION - DARK NIGHT
 4. (F) ALTITUDE - LOW
 5. OBJECT - WIRE, TRANSMISSION
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Occurrence #2: HARD LANDING
Phase of Operation: EMERGENCY LANDING

Findings

6. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED
7. TERRAIN CONDITION - DITCH

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot not maintaining clearance from the telephone lines during landing. Factors contributing to the accident were the pilot not being able to see the telephone lines, the low altitude, and the dark night.